

A SHIPWRECKED CREW.

The Mattie E. Dyer Lost February 22d.

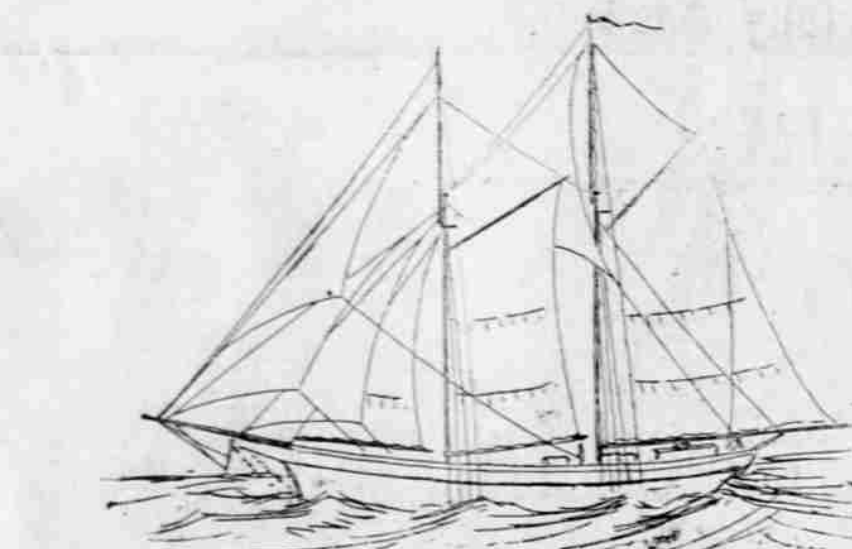
WRECKED ON FRENCH FRIGATE.

Twenty-three Men and all Saved.
Two Boats Out Four Days—One Seven and One Eight—Not a Drop of Water to Drink.

The Inter-Island steamer Ke Au Hou arrived from Kauai yesterday morning with Captain Mockler and crew, numbering in all twenty-three men, of the sealing schooner Mattie E. Dyer, wrecked on French Frigate Shoals.

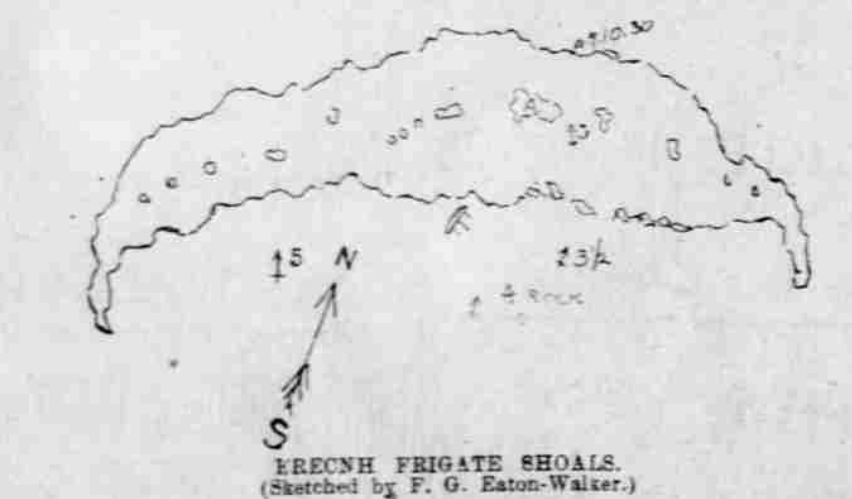


Shoals at 3.30 o'clock on the morning of February 22. According to the captain, the wreck was due to south-west currents. At the time of the accident the vessel was steering a true S.W. course and the wind was blowing to the westward, and, he believed, was at least eighty



SEALING SCHOONER MATTIE E. DYER, WRECKED FEBRUARY 22 FRENCH FRIGATE SHOALS. (From a sketch by John Neilson.)

miles to the westward. The wind had been S.W. and W. for ten days. Directly the look-out heard the surf breaking he was called by one of the men and was on deck when the vessel struck. In less than ten minutes she was full of water and had keeled over on her side. The orders to fill a boat with water



and provisions was given and she swung over the side, only to be smashed by the surf. Two others were lowered with the same result. The only thing saved was one box of two dozen tins of assorted pie fruits. These were placed in one of the small boats and taken to one of the largest of the sand islands in the group of fourteen located inside of the coral reef. They were directed to this island by the presence of the flagstaff erected by Captain King at the time the island was annexed to the Hawaiian group. The men spent about six hours on the island digging for water, but none was found suitable for drinking purposes. The wind being fair, and as nothing could be gained by remaining on an island where there was neither food or water, the captain divided his boat, allowing six tins to each boat. The orders were given to push out and try and reach Nihaun. Three of the boats had nautical instruments

of some kind, while the fourth had nothing and was taken in tow by one of the others. Six or eight hours were spent in an effort to get through the surf, but before it was accomplished the men were drenched by the spray. Those who were without oilskins suffered considerably in one respect, while in another the captain attributes their not suffering from thirst to the fact that they were wet from the time they left the wreck until they reached Nihaun. The boats manned by the captain and mate, and having six men in each, came up on the beach at Nihaun, in almost the same place, four days and four hours after leaving the shoals. The third boat, commanded by the hunter, arrived three days later and only twelve miles from where the first two boats landed. In the meantime the captain and crews of the other boats had been looked after by the natives, and Mr. Moore, a white man, had been taking care of them. Directly the men got ashore, and the natives gave them food and clothing. Captain Mockler was without shoes and was given a pair by a native, and others gave the men whatever they could supply them with. Mr. Moore was notified and as

The men were taken charge of here by the American Consul and are in very comfortable quarters at the Sailors' Home. The accompanying chart was drawn for the ADVERTISER by F. G. Eytoun-Walker as he remembers the location of the shoals when he visited there in the Kaoloka about three years ago. The island marked A is the largest of fourteen located within the reef. Most of these islands are merely sand piles without vegetation, indeed there is little vegetation on the large one which is of coral. When the chart was shown Captain Mockler and Mate Walker yesterday they disputed it as they were steering a true southwest course when the vessel struck, and they believed the rock to be on the north side of the reef. According to Mate Walker's record the schooner was lying southwest of the island and the rock was southeast by south half south. Minister King, who visited the island when it was annexed says the rock is almost due south from the flag pole. Just how the vessel happened to go ashore where she did while running on a true southwest



FOUR OF THE CREW.

course is hard to determine. Official charts were not obtainable yesterday to verify Mr. Walker's drawing, and he was willing, after hearing the statements of the captain and mate, to think the shoal was more crescent shape than he had drawn it. He was well satisfied that the vessel went ashore where it is marked because there is deep water all around on the north, and if the small boats had attempted to go through the breakers from that side they would not have lived to reach the island. There is only one passage through the reef and that is a little to the eastward of where the schooner went ashore. This is broad enough to allow an ordinary schooner to pass in and one could go quite close to the big island and get a good anchorage.

The wrecked Mattie E. Dyer was built in the East by Captain Dyer, a large ship owner and named after his daughter who is an artist of some note in the United States. Captain Mockler bought the vessel in 1889 and brought her around to the Pacific Coast. He was sole owner of the craft. This was the fourth trip of the schooner to the sealing grounds and if they have not met with misfortune would have reached there about the 10th of March. The vessel was of 103 tons and was valued at \$15,000. Mate Walker was a school mate of Captain Thompson of the Ke Au Hou but they have not met before for years. Walker was second mate of the City of New York when she went ashore in San Francisco bay twenty-four minutes after she left the dock. He has been shipwrecked four times and has never yet lost a man. Out of the crew of twenty-three P. E. Peterson, the hunter, Hayden and J. Berry have been here before.

THROUGH PALESTINE.

Rev. D. P. Birnie Lecture Saturday Night.

AN INTERESTING DISCOURSE.

Stereopticon Views Manipulated by Mr. Hedemann—Spots Where the Saviour Stood—Jacob's Well—Ancient and Modern Damascus.

About one hundred and fifty people were at Y. M. C. A. Hall Saturday night to hear Rev. D. P. Birnie lecture on Palestine and the Holy Land. Mr. Birnie prefaced his lecture by remarking that the subject would have to be divided, as there was not time to describe his travels thoroughly; that he would take the other half two weeks later. He told of the difficulties of travel in the far East owing to the lack of railway facilities, but added that arrangements could be made with the dragomen whereby much of the rough edge of a journey through the land where the Saviour had lived could be taken off. While Mr. Birnie and his three companions were making the tour the sons of the Prince of Wales were on

the same mission, and they were within sight of each other all the time. He told how some of the honors intended for the young prince had fallen upon his own party, and how on the Fourth of July, through the shrewdness of his dragoman, his party had secured the only available place for luncheon on that day's journey, and their Royal Highnesses were, per force of this circumstance, obliged to eat luncheon with the Americans while the stars and stripes floated from the top of the tent-pole. The lecture was illustrated by views taken by one of Mr. Birnie's companions on the tour, and were appropriate in every way to the lecture. One of them, a representation of Jacob's well, which, by the way, much resembled the entrance to the underground lake at John Ena's at Kamohili. Mr. Birnie said it was the one spot in Palestine where they felt certain Jesus had once stood, the other places prominent in the Bible and in the life of Christ seem to have been covered up with ruins and by the action of time. Another view represented a well and a group of women with water



jugs. "This spot," said Mr. Birnie, "is one of the places mentioned in the Bible. It was here that the native women had to come once a day for water, as it was the only spring for miles where water could be obtained." Another view showed one of the Samaritan priests standing at the side of the Pentateuch. Mr. Birnie described the character and dress of the priest and the manner in which the sacred document was read. Other views, showing the ruins of old Bible



REV. D. P. BIRNIE.

cities, and, while the comparison may be homely, these ruins have a striking likeness to the adobe villages of the Aztecs of Mexico.

Some of the scenes in the lecture were decidedly romantic and conveyed the impression to the audience that Palestine was not the sun-dried land throughout that some of the views would indicate.

A picture of much interest showed a town with its ancient and modern sides; the ruins of one building standing at the side of another of more modern architecture, while at the top of the hill on which the city was built a handsome and commodious structure, used by a religious body, stood sentinel-like guarding the buildings of the sacred place. "While there is no authentic record of the fact," said Mr. Birnie, "there is no question that Christ had once worked as a carpenter in one of these buildings."

Views taken in Damascus represented palaces of the Jews and the Persians, some of which were marvels of architectural beauty. He spoke of the hospitality of these people and how prompt they were in complying with the requests of tourists to be shown through the premises. In some instances, due to financial depression in that part of the world, these palaces were not maintained with that degree of Oriental splendor which characterized them a century ago. The descriptions given of the decorations and the people were graphic and interesting. The stereopticon was operated by Mr. Hedemann and the views thrown on the canvas with distinctness which made them almost life-like.

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